

cases of permanent disability and remove or extend the \$10,000 total limitation and to increase the 300 week limitation in cases of temporary disability. (This would result in higher insurance rates.—Clarence W. Turning.)

INDUSTRY'S RECORD

DISGRACEFUL

The National Safety Council has just released the accident rates in the Food Industry for 1945. The figures show a frequency rate of 22.80 and a severity rate of 1.25—compared with ALL INDUSTRIES combined with a 13.63 frequency rate and a 1.16 severity rate. Furthermore the frequency rate change for all industry has been going down since 1930 over 250% faster than the frequency rate of the food industry has been going up. In other words the accident experience of the food industry is getting worse right along, whereas that of all industry is getting better.

While the severity rate change in the food industry has been going down since 1930, on the other hand, that of all industries combined has gone down 100% faster.

The cereal manufacturers have chalked up the best improvement in their frequency rates since 1933, and the milling industry the poorest. And in comparison the milled grain products division has shown the best improvement in severity.

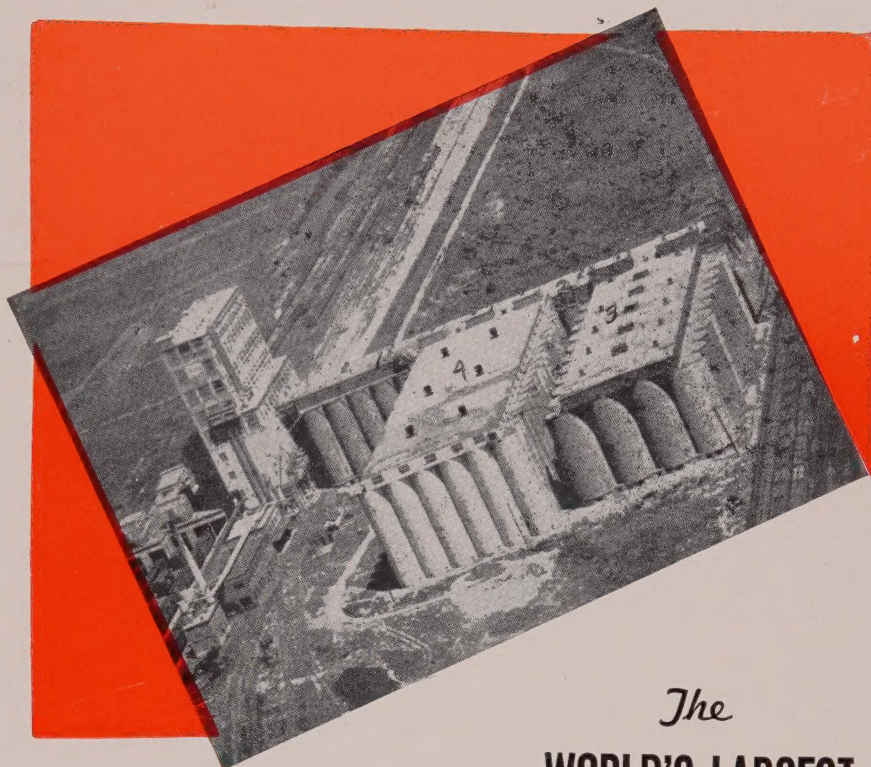
THE BROKEN RECORD

You have heard a broken record playing the same words over and over. If let alone, it will interminably repeat the same thing until you scream for someone to shut it off.

Did you ever stop to think that some of your unsafe actions may resemble the repetitiousness of a broken record? You may have done something a thousand times and never have seen the danger connected with it.

For example, you may have the habit of driving on the shoulder of the road. You may have done it over and over and then—then you hit some soft dirt, some gravel, or some sand—and the broken record doesn't repeat any more because someone has finally turned it off.

Don't do the same unsafe act from day to day, whether it be in your driving or in your plant work. Turn the unsafe record off yourself. Don't wait until it is turned off for you.



The WORLD'S LARGEST ELEVATOR

ATTESTS TO THE SUPERIORITY OF

In-Fil-Tro WEATHER-PROOFING

Everyone's heard of and seen pictures of the World's largest conventional-type concrete elevator—the 10,200,000 bushel Santa Fe at Kansas City, operated by the Davis-Noland-Merrill Grain Company, members of all the larger grain exchanges.

But did you know that 10 long years ago one section of this mammoth plant was water-proofed with In-Fil-Tro? . . . And that the work was so satisfactory that a second section was similarly treated the following year? . . . And that a year later the balance of this huge structure was Weather-proofed with this same, long lasting, satisfactory material?

Need anything more be said? . . . When you're ready to take care of your plant, investigate, then call in—

B.J. MANY CO., INC.
30 N. LA SALLE ST. CHICAGO 2, ILL.

901 Francis Palms Building, Detroit 26, Mich.
500 Rona Street, Asbury Park, N. J.

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AUTHORIZED AGENTS: Pioneer Sand & Gravel Co., Inc., 901 Fairview Ave., North, Seattle 11, Wash.;
Asphalt Services, Ltd., 366 Adelaide St., West, Toronto 10, Ont., Canada; Northland Machinery Supply
Co., Ltd., 203 Hardisty St., Fort William, Ontario; Northland Machinery Co., Ltd., Winnipeg, Manitoba.

BOX CAR SHORTAGE WORSE than in WAR

Grain Exports Get Cars First

With three important federal priorities already imposed on railroads to expedite loadings of export grain, railroad officials envision substantial diversion of freight cars from other industries to foreign grain shipments. Experts saw in the accelerated program the prospect of a movement of 550,000,000 to 600,000,000 bu of grain abroad in the 1946 crop year which ends June 30.

This figures out at between 14,700,000 and 15,000,000 tons for the twelve months begun last July 1. The very best that can be done with domestic transportation without serious diversion of industrial goods is 1,000,000 tons a month. And to aggravate the situation the government's program has fallen to the point where only 4,500,000 tons were lifted by Jan. 1. This leaves between 10,200,000 and 10,500,000 tons to be sent to ports abroad in the first six months of 1947, or around 40% more than is possible without substantial diversion of rival domestic traffic.

Transportation authorities point out that commercial grain shipments will be the first to suffer, as they say this stupendous movement will entail 250,000 carloads. In November only 10,000 boxcars were unloaded at tidewater for export, and in October only 6,000 cars were emptied.

NEW RAILROAD EQUIPMENT

Exactly 62,145 new freight cars were on order by Class 1 railroads on Nov. 1, 1946, according to a statement from the Association of American Railroads. This compares with 37,904 on order the year previous. Locomotives on order on the same date totaled 573 compared with 520 twelve months previously.

A total of 34,127 new freight cars were installed in service during the first ten months of 1946, as compared with 33,696 cars during the same period of 1945. 425 new locomotives this year and 522 last year went into operation during the same span.

CARGILL URGES BETTER GRAIN CARS

A suggestion for the development of a railroad car especially adapted for economical handling of grain in bulk is contained in the "Cargill Crop Bulletin" issued by Cargill, Inc., Minneapolis, as a solution to the recurring shortages of box cars for grain movement.

"That the supply of cars has been insufficient to meet the demand cannot be denied. Inasmuch as grain is transported in the same equipment that is used for various kinds of industrial products and merchandise, the grain trade seems destined to face a shortage of equipment every fall, except perhaps in time of low industrial activity."

Cargill pointed out that the idea of special cars is not new, special cars having been developed for hauling coal, ore, cement, oil, milk, etc.

"Inasmuch as many box cars are in need of replacement as a result of overage during the war, it would seem to be an ideal time for the grain farmers and handlers to investigate the possibilities," Cargill urges.

LIKES TOP OPENINGS

I would like to see box cars built with top loading inlets, but I do not think a hopped car would be practical because it could not well be used for other products.

DOESN'T LIKE GONDOLAS

We have had a few gondola cars of wheat this season, but preserve me from those things with our facilities. They're awful. Perhaps my prejudice is, however, because our pit was not built to use this type of equipment. With the right sort of pit opening beneath the tracks it would not be necessary to unload each section with a separate spotting, etc.

We have been extremely busy all summer and fall, and have run almost every Sunday in addition to twenty-four hours a day all week—and it looks as though this pace will continue for quite some time unless

the bottom falls out or the boxcar situation gets too tough. We have hauled several hundred thousand bushels by truck from the outlying country elevators, and that has saved our lives several times.—Wm. J. Porter, Russell-Miller Milling Co., Grand Forks, No. Dak.

DESPITE CAR SHORTAGES, LOADINGS EXCEED 2 MILLION MARK

Despite the shortage of Class A box cars for the movement of grain and grain products from points of origin and intermediate plants, the loadings of grain and grain products during the past recent period have again surpassed the two million mark—a rarity before the war. For recent weeks, loadings were:

	1946	1945	1944
Dec. 14	54,364	54,513	44,678
Dec. 7	55,007	58,863	44,175
Nov. 30	46,848	58,810	47,694
50 wks (000 omitted)	2,399	2,653	2,438

1946 LOADINGS FOURTH

Loadings of grain and grain products during the closing weeks of 1946 brought up the total for the year to fourth place in the past five years. Had it not been for the shortages of suitable box cars for shipping this figure would doubtless have surpassed loadings of all other recent years. Loadings totaled:

1946	.....	2,497,336
1945	.....	2,733,968
1944	.....	2,520,733
1943	.....	2,648,308
1942	.....	2,185,122

Loadings for the latest period, ahead of previous years, were for the weeks ending:

	1946	1945	1944
Dec. 21	53,331	45,699
Dec. 28	44,553	34,845
		1947	1946
Jan. 4	44,673	43,941
Jan. 11	56,193	54,451

ANNOUNCE MARCH EXPORTS

Approximately 57,732,000 bushels of wheat, flour (in wheat equivalent), corn, grain sorghums, and barley have been allocated by the USDA for export during March—the largest tonnage scheduled for any month since the beginning of the post-war grain export program in the summer of 1945. Of this amount 45.6% goes to Germany, Italy and Japan. The February allocations totalled 1,204,500 long tons.

657 TONS GRAIN EXPORTED

Recorded deliveries of grain and cereal products by the USDA to UNRRA for distribution abroad totaled 692,000,000 lbs. during December. Delivery to cash-paying foreign governments for the month totaled 479,000,000 lbs. of grain and cereal products, while 144,000,000 lbs. were transferred to government agencies and government-sponsored programs.

WHEAT GRIND SOARS

During October 1,132 mills ground 60,069,000 bu wheat, which far exceeds the 54,210,000 bu ground during September by 1,127 mills, or the 57,752,000 bu ground the corresponding month of last year by 1,039 mills.

Of the 1,132 mills reporting their grind to the USDC, 317 with a daily capacity of 801 sacks and over ground 93.3% of the total, or 56,072,000 bu.

FREIGHT RATES UP

Freight rates on grain and grain products were advanced 15% on Jan. 1, 1947, in accordance with an ICC decision. Carriers are further required to restore prior existing relationships. Rates to CFA territory will be revised as promptly as carriers can effect necessary changes.

Where rates are made on combination of rates to and from border points or markets, each factor is increased separately. Furthermore, effective Jan. 21, rates from Illinois points and from Chicago, Peoria and St. Louis have been revised to Trunk Line destinations.

In addition to the higher freight rates, charges for switching, stop-overs and reconsigning have been advanced 25%. Freight rates on bags and many other articles used in grain handling and processing plants are to be 20% higher in the south and west, and 25% in the east.

DEMURRAGE CHARGES TO RISE?

Legislation boosting railroad per diem charges to a level commensurate with demurrage charges imposed on shippers was demanded by western senators in the opening session of the Senate interstate commerce subcommittee investigation of the nation's acute freight car shortage. The senators insisted that both the government and the carriers failed to carry out a fair freight car distribution policy the last year.

The grain handling and milling industry had several spokesmen appear

before the committee. Elmer Reed, Shellabarger, Inc., Salina, Kan., was particularly critical of so-called discriminatory practices employed by the railroads, declared that carriers retained freight cars in the East, and that many grain-carrying cars were employed by eastern railroads in services having no bearing upon expediting the domestic and foreign grain program.

He told of numerous blocked elevators throughout the Southwest and the number of days lost awaiting shipping space. He insisted much of this was caused by eastern carriers

using specially built grain cars for rough hauling work.

C. C. Reynolds, Acme Flour Mills Co., Oklahoma City, related that his firm's damage claims increased 50% in the last few months because eastern carriers retained the best grain cars and sent westward only wornout equipment.

CARGILL DRIER FIRE

Fire in hand-dumped drier units at Cargill's Northwestern Elevator, Chicago, did between \$40,000 and \$50,000 damage on Nov. 23.

MAKE YOUR BELT PROBLEMS . . . OUR PROBLEM?



Solving belt problems—like yours
—for nearly 4 decades has provided
us with the RIGHT ANSWERS
TO YOUR PROBLEMS!

Engineering advice and recommendations will be cheerfully furnished with no obligation whatsoever . . . and no personal followups unless requested.

Write us; you've something good
to gain . . . nothing whatever to
lose.

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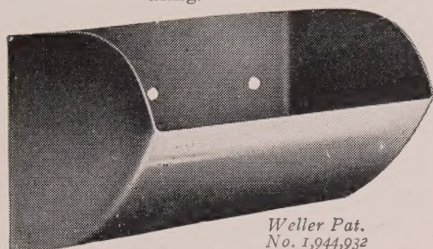


MOTHER NATURE KNEW WHAT SHE WAS DOING WHEN SHE USED SO MANY CURVES

How many things did she create without curves? Name 'em! Had she designed an elevator bucket chances are she would have used a *Logarithmic curve*, just as we have... for it's in keeping with *natural laws* that assure maximum elevating capacity. Yes, the

CALUMET SUPER CAPACITY ELEVATOR CUP

is a "natural" for loading, elevating and discharging super capacity loads. Results prove beyond question it's the "Curve that Counts." Mr. R. H. Lamis voices the experience of scores of elevator operators when he says: "The Calumet Cup tripled the capacity of the buckets we were previously using."



Weller Pat.
No. 1,944,932

ASK YOUR JOBBER

or send for Form 35 and learn how much greater capacity you can get from your elevator legs.

B. I. WELLER CO.

327 S. La Salle St.

Chicago 4, Ill.

3 reasons why it costs LESS to specify

DAY SPOUTING and LEG CASINGS

HERE ARE 3 reasons why your mill or elevator will find DAY-fabricated products a *better investment*:

- **EXPERT LAYOUT.** Skilled mechanics lay out your spouting and leg casings exactly to blueprints.
- **PRECISE FABRICATION.** Intricate shapes economically machine-formed and welded by experts to meet exacting specifications.
- **EASY INSTALLATION.** Gang-punched to assure precise matching of bolt holes. Exact fit eliminates costly field alterations.

Write-to-DAY!

Ask for Bulletin 462



The DAY Company

814 3rd Ave. N.E. • Minneapolis 13

And You Think You Have Troubles?

If we had a dollar for each new gray hair that's cropping out as a result of publication difficulties and rising costs, we could buy a palatial yacht and sail the Seven Seas from hither to yon and back from yon to hither.

Did you ever sit on the sidelines as the innocent (but anxious) bystander while two teams fought it out? Did you ever chew your fingernails to the elbow waiting and wondering and hoping that the two teams would settle their differences so that you could get your magazine out on time? Well, look at our staff. No nothin' below the elbow.

But the differences have been settled and the union slowdown at the printshop has been called off and production is rapidly being accelerated. But too, the costs of publishing a trade magazine have been boosted—substantially and rapidly. The biggest increases have been in mechanical and distribution costs and editorial preparation costs. Composition, printing and binding charges have increased well over 50% since 1940 because of large wage increases granted the Typographical Union locals of nearly 67% for straight time—besides boosting payments for overtime, severance pay, vacations and sick leave.

The paper cost index has risen to 124% of 1940 and continued paper shortages, increasing demand, and relaxation of price ceilings will make for higher costs. Editorial preparation costs, engravings, art work and general overhead have increased over 80% since 1940. So has travel, postage, salaries and rent.

We pay tribute to our advertisers for their understanding and recognition of the graphic arts and advertising cost-rises and that only justifiable increases have been made. And our readers, we hope, are appreciative of the fact that "GRAIN" reading-enjoyment is, in a good measure, made possible by advertisers' use of space in "GRAIN"; advertisers whose products and service are tested and approved and whose reputations are held in high esteem.

Only such advertisers whose products are of quality and contribute to the efficiency of management and operation find "GRAIN" advertising space available. They earn their place in "GRAIN" and by that token should be accorded first consideration when your plant is in need of new equipment and supplies or engineering and maintenance service. We're very fortunate in having the friends we do. Our readers and our advertisers. It's a great team.



Top Quality

- ✓ RECONDITIONED THROUGHOUT
- ✓ SELECTED WITH CARE
- ✓ CLEANED THOROUGHLY

To Suit Your Needs

We buy and Sell Used Bags • Dependable Service for Over 20 Years

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CAnel 3821

NOW IT'S "GRAIN EXCHANGE"

Originally the Minneapolis Chamber of Commerce not only was the market place for grain transactions, back in the early days after its founding in 1881, but, with a membership including bankers, lawyers, merchants, and so on, it performed most of the civic functions of the city. Later municipal functions became segregated under the Minneapolis Civic & Commerce Ass'n banner.

In an effort to avoid the confusion which has existed for several decades, the grain interests adopted the name of Minneapolis Grain Exchange, effective Jan. 1, and the Minneapolis Chamber of Commerce name will be used by the civic chamber, according to Harold H. Tearse, Searle Grain Co., exchange head.

McCLINTOCK NEW PREXY

J. O. McClintock took over the duties as President of the Chicago Board of Trade on Jan. 20 at the annual meeting of members. Vice President of the Continental Grain Co., and identified with the grain business in central and southwest markets for the past 30 years, Mr. McClintock succeeds Harry C. Schaak, a pit broker.

Skin Disorders of Grain Plant Workers Due Solely to Ragweed, Says Authority

Disclosure that ragweed, already blamed for many cases of asthma and hay fever, also can cause skin inflammation, usually on the exposed parts of the body, is made in a recent issue of *Occupational Medicine*, published by the American Medical Association.

Dermatitis, not unlike that seen after exposure to poison ivy, poison oak or sumac, with the rash usually distributed on the exposed parts, but may involve the entire body, is also caused from ragweed on occasions, says this authoritative study.

While symptoms of susceptibility to ragweed usually appear in August and end with the frost, grain handlers, farmers and hunters coming in contact with the dried weed may acquire the rash at any time of the year if they are sensitive to it, the authors have found out.

One bright spot, however, is that as a rule those who get dermatitis from the ragweed do NOT get fever and asthma from it—if that can be any comfort to sufferers.

What do we live for if not to make the world less difficult for each other?—George Eliot.

If you were the boss—would you hire or fire yourself? Martin Vanbee.

Kindness is the golden chain by which society is bound together.—Goethe.

ELEVATOR LICENSE

SUITS DROPPED

Suits against 15 Chicago grain elevators and the municipality over license fees have been dropped and the controversy settled. Elevator interests obtained a circuit court injunction when the municipal council raised the fee in 1944 from \$11 to \$300 for storage plants of less than 1,000,000 bu and from \$200 to \$600 for houses over that capacity.

While the State Supreme Court upheld the higher fees, necessitated by higher costs of fire protection according to the city, the council lowered the 1946 rate to \$150 and \$300, bringing down the total fees from the \$15,600 paid for 1944 and 1945 to \$3,900.

MILLER TO PRESIDENCY

R. Earl Miller was elected president of the Omaha Grain Exchange at the annual meeting of the board of directors. He succeeds Charles H. Wright, vice president of the Nebraska-Iowa Grain Co. Mr. Miller heads Updike Grain Co.'s operations.

A. W. Nielsen, manager, West-central Co-op. Grain Corp., was named first vice president, and E. L. Cahill, vice president, Burns Grain Co., was

selected as second vice president. Robert M. Scoular, manager of Scoular-Bishop Grain Co., was re-elected treasurer, and Frank P. Manchester was returned as secretary.

MILNER TO MANHATTAN

Dr. Max Milner, Research Association, Biochemistry Division, University Farm, St. Paul, Minn., on Jan. 1 joined the staff of the Kansas State College, Manhattan, according to word from Dr. J. A. Schellenberger.

CENTENNIAL IN MERGER

The Centennial Flouring Mills, Seattle, will consolidate with the Montana Flour Mill Co., Great Falls, Mont., announces Centennial's sec'y-treas. H. Ray DeChenne. To the Montana firm's five mills in the state and one in Cleveland, O., plus its subsidiary's (Montana Elevator Co.) elevators will be added Centennial's several mills plus its 87 elevators totaling 4,350,000 bu capacity.

FANT BUYS KIMBELL-DIAMOND

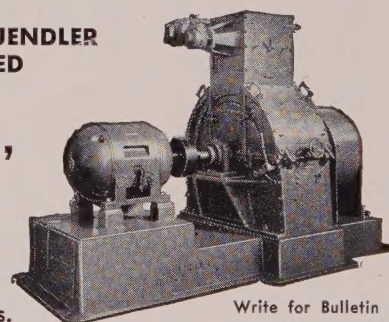
The Kimbell-Diamond Milling Co. of Gainesville, Tex., has been acquired by the Fant Milling Co. who will operate the properties from their Sherman, Tex., headquarters. Grain storage capacity is 600,000 bu.

For Cooler and More Uniform FINE GRINDING Together with Large Capacity . . .

Look to the GRUENDLER
SLOW SPEED

"PEERLESS
ARISTOCRAT"
FINE GRINDER

... Has the new type
Screen Lock for
fast screen changes.



Write for Bulletin

The new and improved patented features of the "ARISTOCRAT", so outstanding, have won the approval of the Commercial Feed Millers,—over one hundred of the large 150 H.P. "Aristocrat Units" have been installed in Commercial Feed Plants in the past two years.

For large production and fine uniform grinding of all free flowing grain and for the regrinding of dehydrated or sun-cured alfalfa you will find the Aristocrat Grinder your choice.

Also Mfrs. of Custom Feed Grinders



GRUENDLER
CRUSHER & PULVERIZER CO. ST. LOUIS 6, MO.

MUST GROUND STATIC

Permanent ground wires, metal combs, and other approved effective means of grounding static, are mandatory in Ontario where tests indicate its presence in grain handling and processing plants. The recently adopted Ontario code further provides that connections for grounding cannot be made to dry-pipe sprinklers, gas or steam pipes, lightning rod or electrical conduits.

NEW NFPA CODE BOOK

New and revised codes adopted by the National Fire Protection Association at its 1945 and 1946 annual meetings are incorporated in the 1946 edition of NFPA's "The Prevention of Dust Explosions — National Fire Codes, Volume 2," copy of which was just received. This edition supersedes the 1944 edition.

In addition to special sections devoted to preventing dust explosions in terminal grain elevators, flour and feed mills, starch refineries and other types of plants, new appendix material on "Explosion Venting" and "Static Electricity" are included along with an up-to-date list of explosion losses.

"From time to time we hear objections about various provisions of these codes, yet constructive efforts on the parts of the plant operatives are particularly noticeable by their absence at Dust Explosion Hazards Committee meetings or in correspondence," according to SOGES executives. "Now is the time to write for a copy of this book," one of them points out, "and study it carefully in order to make all the desired changes for consideration and action, as the NFPA will meet again in May and consider all proposed revisions suggested by the Dust Explosion Hazards Committee."

This 224-page book costs \$2.00 per copy, or paper bound at \$1.50 each from the National Fire Protection Association, 60 Batterymarch St., Boston 10, Mass.

K. C. MEET LOOMS LARGE

"If the present amazing influx of new members into the Superintendents' Society doesn't spell the largest and most constructive convention yet on record," volunteered SOGES Prexy Harold Wilber, Decatur, Ill., after attending a Dust Explosion Code meeting in Chicago, "then I'll miss my guess badly."

"Not only have we had inquiries about the program, hotel accommodations, and the customary 'postman's holiday inspection tour', but more Superintendents are being accompanied by their bosses and their assistants."

"Word from SOGES Director Ward

Stanley and the K.C. Chapter officers and committeemen indicate that plans are well along for an outstanding convention program packed full of meaty discussions, round-tables, panel sessions, and industrial sessions," Mr. Wilber added, in asking GRAIN to advise all its readers from coast to coast [and from Buenos Aires to Port Churchill on Hudson Bay, we might add] that whether or not they are members of the Superintendents' Society they will be more than welcome at all sessions.

"Tell them that date TWICE, will you please?" implored Prexy Wilber. "You see I get bushels of letters and plenty of long distance phone calls so I suppose," he confided, "that most all of those mentioning the convention dates will be present—at least every one is cordially invited. 'First timers' eyes will assuredly pop," Mr. Wilber chuckled, "when they pick themselves up from the avalanche of brain-fagging data they get from every session."

Douglas



Here Today . . . and
MORE TOMORROW

Yes, that's the way bugs are. They're here today—but not "gone tomorrow," unless you do something about them. If you don't do something, there will be more of 'em tomorrow. But if you do do something—the Douglas Chemical way — you'll have your insect problem under control.

Two Special Products

Douglas offers two special products to attack infestation in two special areas:

1. ANNIA GERM, the spray that will "get them" in the mill, in milling machines, on walls, in boxcars, and similar places.
 2. TETRAFUME—designed specifically for grain fumigation.
- Both are safe—both are sure. Try them. Then the bugs will be "here today—and gone tomorrow."



"PIONEERS OF SAFE INSECTICIDES"

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BRANCH WAREHOUSES: INDIANAPOLIS, INDIANA; SPOKANE, WASHINGTON;
MINNEAPOLIS, MINNESOTA; PORTLAND, OREGON.

BUSINESS CONFERENCES AHEAD

May—

- 1-3 American Feed Manufacturers' Ass'n, Drake Hotel, Chicago.
- 5 American Corn Millers Federation, Continental Hotel, Chicago.
- 5-7 Millers' National Federation, Edgewater Beach Hotel, Chicago.
- 15-17 Society of Grain Elevator Superintendents and Processors, Hotel Continental, Kansas City, Mo.
- 26-29 National Fire Protection Ass'n, Palmer House, Chicago.

June—

- 2-6 Association of Operative Millers, Hotel Nicolett, Minneapolis.
- 3 International Institute of Milling Technology, Hotel Nicolett, Minneapolis.

BUY INTO FIRM

R. E. Endress, formerly Buffalo Manager of Archer-Daniels-Midland and a past president of the Corn Exchange and Milton H. Faulring, formerly A-D-M Manager at Toledo, have purchased controlling interest in the feed manufacturing and distributing firm of Farmers Syndicate, Inc., of Cortland, N. Y. More recently Mr. Faulring served A-D-M as manager of production and sales in Texas. While in Toledo he served as President of the Toledo Board of Trade. Before moving east, he was A-D-M Plant Superintendent at Chicago.

WELLS SUCCEEDS ARENDS

New manager for Ralston-Purina Co.'s plant at Omaha is Warren C. Wells, assistant to W. R. Arends since 1945. Mr. Arends becomes company manager at Oakland, Calif.

INCORPORATES SOYA FIRM

Articles of incorporation have been filed at Dover, Del., by the Quincy Soybean Products Co., feed and food products manufacturers. Capitalization is \$500,000.

MANLIFT ARTICLE INTERESTS

We were very interested in the issue of GRAIN in which an article was included on safety equipment for manlifts. We would appreciate the full name of the author and his address so we could write him for more particulars on the equipment.—C. G. Wallman, Plant Engineer, The Canada Starch Co., Ltd., Cardinal, Ont.

LE ROY SMITH DIES

Le Roy M. Smith, head of the Seedburo Equipment Company, Chicago, passed away at his home in Wilmette, Ill., Dec. 31, after an illness of several months. Mr. Smith is survived by his widow, Claire, and by his daughter, Mrs. Gail Phillips.

More than 35 years ago Mr. Smith first became interested in the seed and grain trades. At that time he was connected with the U. S. Department of Agriculture at Washington. The Government was then urging terminal operators to buy and sell grain on a test basis, determining values by the dockage and moisture content basis.



He decided it would be advantageous to the trade if some centrally located bureau could be formed through which the necessary testing equipment could be obtained. So the Seed Trade Reporting Bureau was launched to manufacture and sell equipment to determine weight and dockage of grain and seed on a scientific basis.

A short time after the Seed Trade Reporting Bureau was formed the Government developed specifications for the Brown-Duvel moisture tester. However, credit goes to Mr. Smith for doing the production work on this instrument.

Country dealers were slow to adopt the Brown-Duvel tester but in time they realized that the terminal markets were using this tester and became convinced that it was to their best interest to buy and sell grain on the same basis and use the Brown-Duvel, too.

As the years passed, other items of seed and grain laboratory equipment

were offered by the Seed Trade Reporting Bureau, so that today several thousand items are available.

In 1941, Mr. Smith changed the name of the firm to Seedburo Equipment Company, inasmuch as all merchandise had been sold under the name "Seedburo Quality" for many years. At that time he also increased his staff. Due to his foresight in building a strong organization the company will be continued on the same basis as in the past.

CROWNER IN IOWA

Paul K. Crowner is new sales representative for the State of Iowa, announces Seedburo Equipment Company, Chicago. Coming to Seedburo thoroughly experienced in the grain and seed business, Mr. Crowner has been associated with elevator operation and the grain and seed business all of his adult career.

While with the Quaker Oats Company he managed their elevators and retail seed stores at Galva, Ill., Kamrar, and Beaver, Ia., and immediately prior to joining Seedburo he was in the retail feed business in Geneseo, Ill.

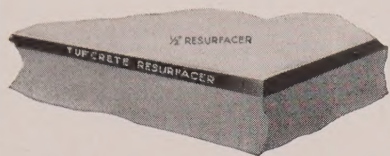
FIRST GRANDDAUGHTER

To assist at the arrival of our first granddaughter, my wife is now in Chicago. With our four year old grandson we now have two.—Wm. J. Porter, Russell-Miller Milling Co., Grand Forks, N.D.

GRIER TO NEW POST

Carl W. Grier will hereafter direct the central district's manufacturing activities of General Mills' plants at Chicago, Minneapolis, Kansas City, Wichita, Louisville, Great Falls and Kalispell, with offices in Chicago, the company just announced. Entering the milling field in 1909 in the Southwest, Grier was appointed Superintendent of Washburn Crosby's Kansas City properties in 1922. Since then he has held various operative positions in the Manufacturing Department, including Plant Superintendent of the Minneapolis properties and Assistant Director of Manufacture. He is a past AOM president, and currently is serving on the association's Technical Research Committee.

Peace must come from the hearts of men.—Secy. of State Byrnes.



Tufcrete RESURFACER

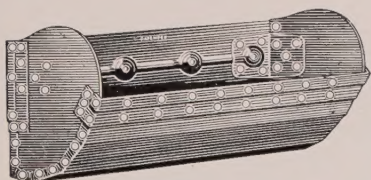
Restores Worn Floors

of concrete, wood, brick or composition—using your common labor—sidewalks, steps, expansion joints, tennis courts, concrete window sills, platforms, ramps, reservoirs, tanks, swimming pools, etc. Mixed with sand and cement. Normal curing time 36 hours. Feather edges and bonds to old floors. Used by many grain elevators and flour mills, also large industrials, Class One railroads, Army and Naval establishments from coast to coast.

Write for complete information.

TUFCRETE Company

517 Teachout Bldg.,
Des Moines 9, Iowa



THE FACT STILL REMAINS that SUPERIOR ELEVATOR CUPS

are
MADE STRONGER
will
LAST LONGER
have

GREATER CAPACITY
and will operate more efficiently
at less cost than other elevator
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PAUL UHLMANN RETIRES

Paul Uhlmann, Kansas City, president of Uhlmann Grain Co. since 1938, is retiring from active participation and disposing of his interests in the company. He will devote more time to his milling interests, having purchased, with his sons, a majority stock interest in the Midland Flour Milling Co., also of Kansas City.

Starting in a minor capacity with the J. Rosenbaum Grain Co., Chicago, Mr. Uhlmann became co-manager of the Terminal Elevators Co., Rosenbaum's Kansas City unit, through a series of well earned advances. With his uncle, the late Fred Uhlmann, who had been connected with same firm, The Uhlmann Grain Co. was born in 1922, with offices in Chicago and Kansas City.

Throughout the years the business has grown steadily, and now includes 14,000,000 bu terminal elevator facilities in Kansas City, Enid, and Ft. Worth. An extensive private wire system stretches from Chicago to various marketing points of the Southwest. While Mr. Uhlmann's retirement ends 40 years in the grain business, he will continue his association in an advisory capacity.

Richard Uhlmann, in charge of the Chicago division, also with the company since its formation, succeeds Paul Uhlmann to the presidency. Jack Benjamin, Chicago, continues as vice president and secretary; R. Hugh Uhlmann, Kansas City, Paul's son, remains as treasurer; Erwin R. Jessen, Manager of Kansas City operations, and Jack N. Greenman, Ft. Worth, head of the Uhlmann Elevators Co. of Texas, advance to vice presidencies. L. W. Sanford continues to head the Enid elevator division.

GOING TO CONVENTION!

I am looking forward to bringing two new members I just obtained here to the annual SOGES convention at Kansas City, May 15-17. They are Jim Woody of the Tindle Milling Co., and Robert L. Sullivan of the Lipscomb Grain & Seed Co., both of Springfield.—C. Wallace Clark, Manager, Grain Elevator, Anheuser-Busch, Inc., Springfield, Mo.

Imagination was given to man to compensate him for what he is not. Humor was provided to console him for what he is.—Phoenix Flame.

Conveyors including floor to floor conveyors, \$395; Bag and Box Pilers, \$530; 20-ton truck scales, \$510; Repairs and parts for all makes of truck scales. Immediate shipment. Bonded Scale Company, Dept. GR1, Columbus 7, Ohio. Phone Garfield 5712, University 2832, evenings.

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Labor Arbitration: Principles and Procedures

This outstanding manual by Dr. John A. Lapp outlines labor arbitration procedures; tells how to prepare adequately for grievances, discharge, discipline, and other contract matters to be arbitrated. Includes numerous examples of actual arbitration forms. 231 pages, cloth bound. \$4.00.

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In fourteen chapters and an appendix which contains the full text of typical seniority agreements the author, Dr. John A. Lapp, covers—(1) does seniority provide for promotion by length of service into the management itself? (2) can seniority be applied to lay-offs and promotions with a given group? (3) how seniority in seasonal industries is wholly different from year-round industries. Deals with transfers, leaves of absence, grievance procedures and seniority disputes, how seniority is lost and acquired. Bound in cloth, 295 pages, fully indexed, 5½ x 8¾. Only \$4.00 plus postage.

The Federal Labor Laws

A manual to inform supervisors and foremen concerning current labor laws. Can prevent costly errors and strikes. The manual makes clear the rulings and implications of the National Labor Relations Act, Wage Stabilization, Social Security Act and other labor laws. Loose-leaf, hard fabrikoid cover. Size 6½ x 9½ inches, 82 pages, \$2.50. Special rates on quantity.

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DON EBER NEW AOM SEC'Y

Don S. Eber, 43, formerly Superintendent of Centennial Flour Mills Co., Spokane, Wash., is new secretary of the Association of Operative Millers, succeeding the late W. E. McCraith. Serving as secretary of the Pacific Northwest AOM organization for the past 11 years, Mr. Eber heretofore also served as executive committee representative from that District.

Actively engaged in operative milling for the past two decades, Secretary Eber fired the boiler and otherwise worked in the Kerr-Gifford mill at Portland (Ore.) while he was still in grade school. It was his father-in-law, Jack D. Hayes, a miller at Crown Mills, Portland, who revived his interest in flour milling about three years after his marriage in 1923.

Starting out as sweeper, Sec'y Eber progressively advanced through the various jobs in the mill until he resigned in 1943 to become Assistant Superintendent at Centennial, becoming Superintendent the following year. His wife and daughter, 17, and his twin sons, age 9, will remain in Spokane a short while after AOM's new "dynamo" takes over his post.

AOM Secretary W. E. McCraith died suddenly on Nov. 22 after undergoing a minor operation. With offices in Kansas City, Mr. McCraith had been secretary of the millers' organization since 1941, succeeding the late C. W. "Pat" Partridge. For 20 years before that time he was connected with the Flour Mills of America, in later years as secretary. Modest, likable, and willing, McCraith had a host of friends. His capabilities won the confidence of the officers and members of the Operative Millers' alike.

GOING TO K.C. CONVENTION

Am expecting to be at the Kansas City convention next May 15-16-17, and know it will ring up a new record in every department. We have been extremely busy ever since the new year, and it still holds, but now shows signs of slackening up a little due to wheat prices being rather out of line. Hope to get a new car in which to drive to the convention.—Wm. J. Porter, Russell-Miller Mfg. Co., Grand Forks, N.D.

Times change. We used to wonder what the future had in store. Now we wonder what the store will have in the future.—Phoenix Flame.

The easiest way to get to the top is to get to the bottom of things.

We shouldn't put things off—we should put them over.

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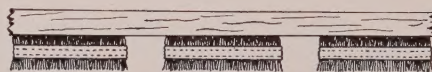
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THEY RING THE BELL

Visitors heartily welcomed to Chicago during recent weeks included: Charles Maxwell, Manitoba Pool Elevators, Ltd., Winnipeg; Hylton R. Brown, Senior Engineer, Bureau of Mines, College Park, Md.; Frank E. "Slim" Carlson, Underwriters' Grain Ass'n, Duluth; Vincent Blum, Omaha Elevator Co., Council Bluffs; Jim Keir, National Milling Co., Toledo; Malcolm Noxon, Cargill, Inc., Minneapolis; Jake Kintz, J. C. Kintz Co., Cedar Rapids; Wm. J. Porter, Russell-Miller Milling Co., Grand Forks, N. D.; Ray B. Bowden, Grain & Feed Dealers National Ass'n, Washington, D. C.; Art Osgood and Ernie Granzow, The Day Co., Minneapolis; John Andrews, Northland Machinery Supply Co., Ltd., Fort William, and Ted Badenoch, Hart-Carter Co., Minneapolis.

HICKS DIES

Harold H. Hicks, 62, died Dec. 31 at Statesan Walles, Wis., on Dec. 31, where he had been a patient for four months. Starting in the grain elevators of Chicago and working up to the superintendency post, Mr. Hicks had been associated with the Stratton Grain Co., Milwaukee, for the past 24 years, during the latter part of which he served as vice president. A member and a past president of the Milwaukee Grain Exchange, Mr. Hicks preferred to maintain his office at the Kinnickinnic Elevator, where he spent most of his afternoons.

EDITOR ROOS DIES

Hugo Roos, 70, assistant editor of the *Modern Miller*, Chicago flour milling weekly, died from an acute heart attack on Dec. 17. He had been connected with the publication since 1904, and in charge of their Kansas City office until 1936.

Born in New Ulm, Minn., Mr. Roos has been with the Chickasha (Okla.) Milling Co. prior to joining *Modern Miller*. One of the early secretaries of the Association of Operative Millers and an honorary member, Mr. Roos took an interest in everything pertaining to wheat processing, cereal chemistry, and kindred subjects. He had a wide circle of friends in the milling and baking fields.

Surviving are his widow and one daughter, Mrs. Clarence Libbert of Indianapolis. His brother, the late Charles Roos, a former president of the Millers' National Federation, for many years was manager of the Hunter Milling Co., Wellington, Kan., and a leading miller of the country for many years.

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NO NUDIST

A hillbilly edged up to the ticket window. "Mister," he said, "I aim to go to New York to fiddle in Zeb Stewart's Kentucky Band. Can you fix me up for to go there?"

"Certainly," replied the agent, "the fast flyer goes through here in about five minutes and I can flag her for you—but what about your trunk?"

"Trunk?" asked the mountaineer. "What's a trunk for?"

"To put your clothes in," replied the agent.

"What!" cried the hillbilly, "and me go nekked?"

* * *

ECONOMY NOTE

Headline: FUR PRICES SLASHED.

We still advise: If your wife wants to look at furs, take her to the zoo.

* * *

A REMINDER

The automobile motor pounded, sputtered and finally stopped. "I wonder," mused the sailor, "what that knock is?"

"Maybe," said the beautiful blonde, "it's opportunity."

* * *

THE LEGAL MIND

A certain judge was once asked to talk briefly to a group of business men on the subject, "Money."

"Money," he orated, "isn't everything. It is not money that will heal the pain of a broken heart or put together the fragments of a broken

dream. Money cannot bring happiness to a shattered home nor repair the ravages of a misspent life."

The judge paused, and then concluded: "Nothing I have just said should be construed as reflecting in any sense on our great national monetary system. I referred, of course, to such depreciated currencies, as for example, Confederate money."

* * *

WILLING TO TRY

Traffic Cop: "Don't you know you can't turn around in the middle of the block?"

Lady Driver: "Oh, I think I can make it, thank you."

* * *

FORESIGHT

Jones (over the fence): "I understand you still have Brown's lawnmower."

Smith: "Yeah, that's right."

Jones: "Good! If you'll let me borrow it occasionally next summer, I'll let you use his snow shovel now."

* * *

FERTILE MIND

Instructor: "Define 'maneuver.'"

Student: "Something you put on the ground to make it rich."

* * *

CAUTIOUS

Young lady at cosmetic counter: "I'm looking for a perfume for a party tomorrow night—something new and exotic."

Sales girl: "You've come to the right place. We just got in some marvelous new imported scents. Let's see, *Languorous, Susceptible, Surrender, Relinquish, Vulnerable, Lassitude* . . ."

Young lady (interrupting): "But you don't know the boy I'm going with . . . Haven't you something with a little more resistance?"

ULTERIOR MOTIVE

Small boy: "Father said would you please lend us the radio tonight?"

Neighbor: "Certainly. Are you having a party?"

Boy: "No, sir. We want to get some sleep."

* * *

COULD QUALIFY

A hopeful applicant was applying for a job. His prospective employer asked, "Are you trustworthy and responsible?"

"Well," said the applicant, scratching his head, "in the last place where I worked, whenever anything happened, I was responsible."

* * *

WANTED CLEAN SWEEP

The speaker was enumerating the evils of the day. We shall get rid of them all, Bolshevism, Socialism, Communism, Anarchism.

An old man in the front row, speaking louder than he meant to, said, "I wish he'd throw in rheumatism."

* * *

STRATEGIC RETREAT

"Mother, why do you insist on getting off the train backwards?"

"Daughter, didn't you hear those two roughnecks say, 'When those dames get off we'll pinch their seats?'"

* * *

MORNING PROVERB

A man is as old as he feels before breakfast; a woman is as old as she looks.

* * *

PROFICIENT

Doctor: "Your cough is much improved this morning."

Irate patient: "I'll take the credit. I was practicing all night."



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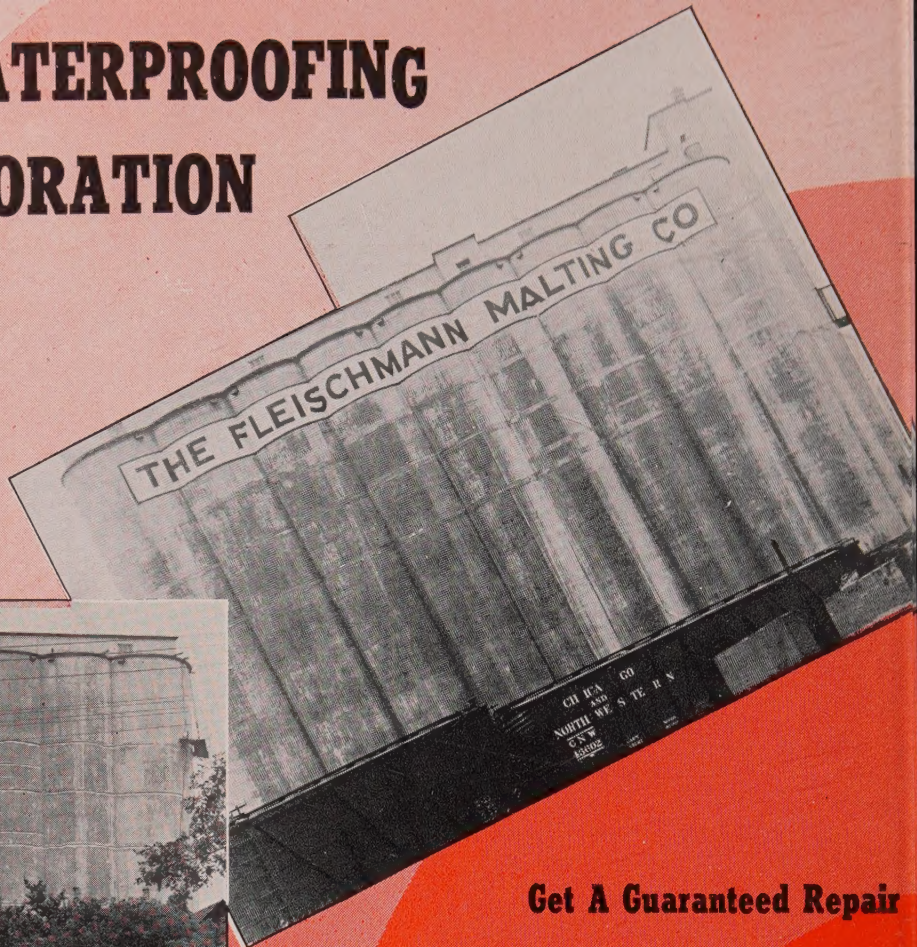
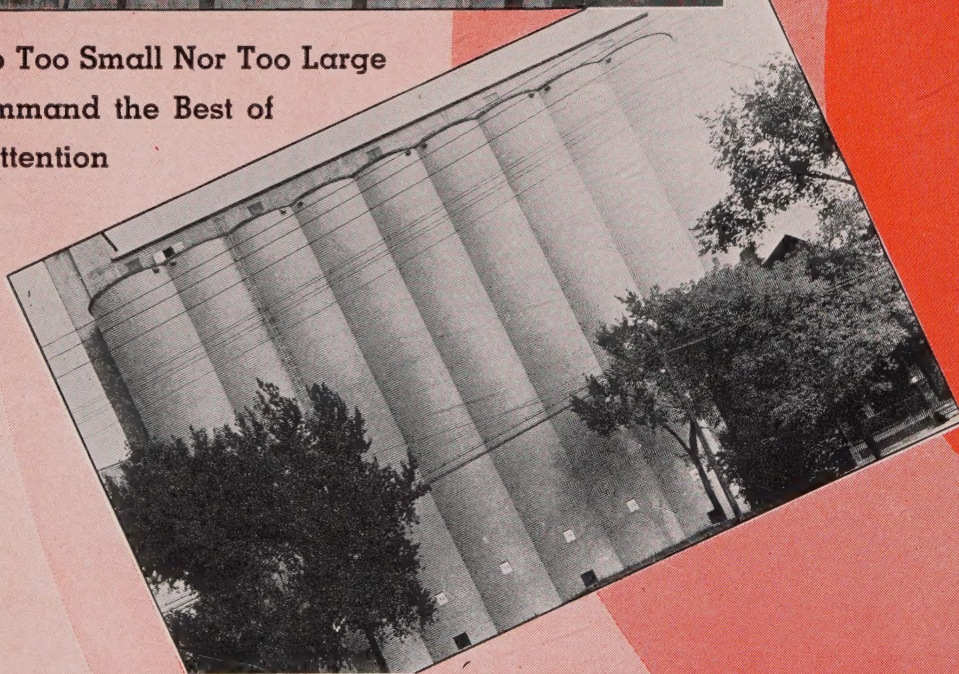
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